

Montana and the Sky

Vol. 34, No. 10

MONTANA AERONAUTICS DIVISION

October 1983

\$5,000 SCHOLARSHIP OFFERED IN ESSAY CONTEST

The Federal Aviation Administration is conducting a National Aviation Education Essay Contest that could earn a \$5,000 college scholarship for a high school student. School children in grades four through twelve can enter by writing an essay on "The Importance of Aviation to Our Society."

The contest, which is being held in conjunction with the Bicentennial of Manned Flight, is sponsored by the FAA with prizes being offered by the agency and aviation organizations, including aircraft manufacturers.

Its purpose is to encourage students to develop an awareness and understanding of the impact that 200 years of flight has had on the world and on how we live, travel, and communicate.

Prizes include certificates, airplane models, and VIP airport visits. The FAA will designate some winners as air traffic controllers for a day. There also will be introductory flying lessons given and a \$5,000 scholarship donated by the company which has produced the movie version of "The Right Stuff," the Tom Wolfe book about test pilots and astronauts.

The contest is open to all public, parochial, and private school students in the fourth through twelfth grades,

judged in three categories — fourth through sixth, seventh through ninth, and tenth through twelfth. Judging will be based on historical accuracy, originality, neatness, spelling and punctuation, and adherence to the subject. The essays should be in ink in the handwriting of the student or typed.

Montana students' essays should be submitted to Michael D. Ferguson, Administrator, Montana Aeronautics Division, Box 5178, Helena, MT 59604. Deadline for submitting entries is November 15, 1983. Further details are available from the Montana Aeronautics office, phone 449-2506.

FERGUSON RECEIVES SPECIAL AWARD



Michael D. Ferguson, administrator of the Montana Aeronautics Division, was surprised by the presentation of a special award during the Mountain Search Pilot Clinic by USAF Col. E. J. Zulauf, Commander, Det. 7, Rocky Mountain Region of the CAP. The award was presented in recognition of his contributions toward aviation safety through education programs and for his work in search and rescue.

Col. Zulauf flew to Kalispell to ob-

serve the Mountain Search Pilot Clinic held September 23 - 25, 1983, and made the presentation during the Friday evening ground school session.

Mike was presented with a painting depicting the use of general aviation airplanes during World War II for submarine surveillance along the American coast. The framed painting includes the signatures of the USAF/CAP Rocky Mountain Liaison Region staff.

Administrator's Column

Our annual Mountain Search Pilot Clinic was once again a success. The weather was very good, even though high winds on Saturday caused considerable turbulence in the rugged mountains east of Kalispell. We added one phase to this year's program which was optional for pilots who desired to arrive early on Friday to receive one hour of instrument dual flight instruction in their own aircraft. The Aeronautics Division provided instructors for this training; and upon completion of the remaining flight instruction associated with the clinic, the participants qualified for their Wings under the FAA Pilot Proficiency Wings Program. Friday evening's program featured Sparky Imeson, who gave an excellent presentation on mountain flying. Saturday was jam-packed with dual flight instruction in the mountains, survival training taught by Skip Stoffel of the Emergency Response Institute, and both ground and air training in ELT homing. Classroom and field training was taught by Speed Normand of Lake Oswego, Ore., who instructed on the use of the B-Line ELT homer and by Bruce Gordon, President of L-Tronics, who instructed on the use of his Little L-Per homer. Will Mavis provided the airborne instruction on ELT homing procedures used from the air. Saturday evening's program was a presentation by Skip Stoffel on emergency landings and by Major Fred Stoval of the USAF 304th Air Rescue Squadron from Portland, Ore., who spoke on the SARSAT ELT receiver. Sunday was a repeat of the Saturday program and the clinic concluded Sunday afternoon with the participants receiving certificates of completion.

* * * * *

I would like to thank those who helped Fred Hasskamp and Patty Mitchell, of our own Safety and Education Bureau, and Aeronautics Board member Mike Strand, who also serves as a search coordinator, for outstanding contributions during the recent air search conducted in the mountains east of Kalispell.

* * * * *

The Montana Aeronautics Board, during their last meeting, decided to initiate a state-wide aviation conference. Board member Ted Mathis brought the recommendation before the Board, expressing his belief that a conference of this nature is needed and should help to foster and develop a common knowledge of aviation and its contributions to the social and economic well-being of Montana. It is anticipated that the conference will take place in the spring of 1984 and that the entire Montana aviation industry will support this effort. If anyone has any ideas which they wish to contribute, please do not hesitate to contact me or Ted Mathis, Manager, Gallatin Field, Box 146, Bozeman, Mont. 59715.



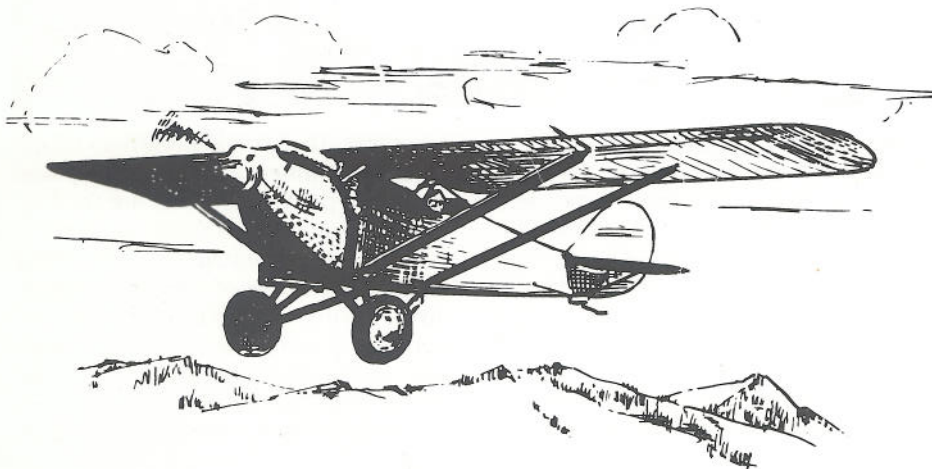
Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 449-2506
Box 5178

Helena, Montana 59604
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



Montana Automated FSS Briefing Scheduled

As part of its program to establish a network of Automated Flight Service Stations in the continental United States, Puerto Rico, Hawaii, and Alaska, the FAA plans 61 stations to absorb the functions of 317 existing nonautomated facilities. In the Northwest Mountain Region, one facility is to be established in each state.

In a briefing scheduled for October 26 in Helena, the FAA will describe important aspects of their Flight Service Station Modernization Plan. The briefing will focus on the agency's new space acquisition program for the AFSS to be leased by the FAA on an airport in the flight plan area which covers the entire state of Montana. This will be the only meeting held in Montana for the purpose of such a briefing.

Communities interested in providing leased space to the FAA for an AFSS on their local airport can learn about the leasing procedures at this briefing. Solicitations for Offers will be distributed and explained. There will be ample time for questions and answers. The briefing is planned for October 26, 1983, at 1:00 p.m. in Conference Room 289, U.S. Federal Building, 301 South Park, Helena. The lease award for Montana is scheduled for October of 1984 with an expected occupancy of early 1989.

For further information call or write Cynthia J. Brown, Supervisor, Real Estate and Utilities Section, ANM-55B, Federal Aviation Administration, 17900 Pacific Highway South, C-68966, Seattle, Wash., 98168, phone 206-431-2818.



MPA BOARD MEETING SUCCESSFUL

A very successful Montana Pilots Association fall board meeting was held October 1 in Great Falls.

According to President Dick Markle, discussions at the meeting covered a wide range of topics related to general aviation. Lewis Lindemer, owner of the proposed seaplane base at Seeley Lake, and Albert and Grace Polson of Polson explained their views concerning the controversy surrounding the base. Joe Attwood, president of the Montana Airport Managers Association, spoke to the group on the work of that organization and also gave them an update on the Montana Aviation Advisory Council.

Montana state Representative Ted Schye, Glasgow, reviewed the aviation legislation which had come before the 1983 legislature and stressed the im-

portance of beginning work immediately on aviation legislation to be presented in the 1985 session.

Markle reports that the MPA has set increased membership as a major goal for the coming year with the purpose of becoming more effective in lobbying for general aviation interests. An active membership drive is being planned under the direction of Nils Pearson.

MPA board meetings are held quarterly. The winter meeting will be held in mid-January with the exact place and time yet to be announced. The spring meeting is held in early June in conjunction with the state convention, and the summer meeting takes place at Schafer Meadows during the fly-in there. Any MPA member is welcome and encouraged to attend these board meetings.



99s Travel To Casper

On September 15, six Montana 99s traveled to Casper, Wyo., as one of the host chapters for the Northwest Section meeting. This group is comprised of the states of Oregon, Washington, Montana, Wyoming, North Dakota, Idaho, and Alaska. The women's pilot group listened to various speakers on flying and medicine and stress after an accident. The featured speaker was Mission Specialist Astronaut Mary Cleve.

Those attending from Montana were Patty Mitchell, Tracy Mongeon, Lynne Kitto, and Linda Marshall from Bozeman; Betty Nunn from Billings; and Vivienne Schrank, Jordan.

Officers were selected for the Northwest Section, and Patty Mitchell was elected to serve on the Board of Directors.

The next section meeting, to be held in the summer of 1984, will be in Homer, Alaska, followed by the international convention to begin two days later in Anchorage.

A Suggestion . . .

In the July issue of *Montana and the Sky*, we reported that Cosco/Peterson had received FAA approval for a new child restraint seat. A month or so ago, we received a call from Mrs. F. J. Semple of Flaxville who reported that she had purchased one of the Cosco seats only to find that she had a problem fitting it to the seat belts in the rear seat of her car. She recommends that anyone in the market for a child restraint seat try it in their particular automobile and/or airplane before purchase to be sure it straps in securely.

MOUNTAIN SEARCH PILOT CLINIC

September 23 - 25, 1983



Patty Mitchell and Fred Hasskamp brief participants on scheduling at the beginning of the Friday evening ground school session.



Members of the USAF 304th Air Rescue Squadron out of Portland, Ore., attended the Search Pilot Clinic. Here Major Fred Stoval and Major William Peden check a grid chart in preparation for flying a search for the Cessna 182 which was reported missing on September 9 in the mountains east of Kalispell.



During a break in his presentation on mountain flying, Sparky Imeson (right) chats with Fred Hasskamp.



Fred Hasskamp, Skip Stoffel, and Mike Ferguson share a joke during a break in an evening ground school session.



Bruce Gordon, president of L-Tronics, explains the use of the ELT homer in locating ELT transmissions to Bill Simons (left) and Ray Sanders, Kalispell.



Fritz Lueneburg (right) explains to Steve Vold, Missoula, a fine point of mountain flying at the Spotted Bear airstrip.



Participants (from left) Steve Vold, Missoula, Scott Wilson, Billings, Rory Van De Kop, Cut Bank, and Dean Whitesitt, Stevensville, listen to Speed Normand during ELT ground exercise.



A ground school session in ELT detection is taught by Will Mavis.



Debbie Balock, Billings, homes in a signal under the direction of Speed Normand while Bob Braico, Helena (left), and Bill Brosz, Great Falls, look on.



Will Mavis (left) instructs as Jerry Gaston (center) of Bozeman and Mark Clark, Polson, attempt to pick up the signal of an ELT which was hidden in the vicinity of the Kalispell airport.



Members of ELT homing classes posing for a picture with their instructors at the airport include (from left): Mary LaMoy, Missoula; Chris Osler, Fortine; Major Fred Stoval; Jerry Gaston, Bozeman; Will Mavis; Bob Buc, Libby; Tom Lehman, Dillon; Tom Rose, Stevensville; Bruce Gordon; Alfred Luciano, Eureka; Charles Jarecki, Polson; Mark Clark, Polson; Bob Braico, Helena; Bill Brosz, Great Falls; Speed Normand; and Debbie Balock, Billings.



Gear for use in survival is explained by Skip Stoffel to a group of interested participants.



Jim Shortridge (left) of Great Falls and Bill Simons, Kalispell, learn about ELT homing in an airborne exercise.



Posing for the photographer at Spotted Bear (from left) Steve Vold, Bill Helsper, Missoula, and Delbert Schwaderer, Stevensville.

Mountain Search Demands Special Skills



**By: Patty Mitchell, Supervisor
Aviation Safety and Compliance**

The Montana Aeronautics Division recently conducted its fifth Mountain Search Pilot Clinic in Kalispell. We had 30 very good pilots who participated in this clinic for the two and a half days. The course could have lasted an entire week but was condensed into a short time span that contained a wealth of information about mountain search techniques, ELT homing, and survival.

Flying search in the mountains takes some additional skills that pilots need to practice. One of these skills is slow flight. A good pilot can control the airplane at any speed and be able to recognize the onset of a stall. This ability to keep the airplane flying is very important in the turbulence that is often associated with mountain wave action.

Another skill that is of paramount importance is that of judgment. Judgment is knowing when to fly up a canyon or knowing that you can only fly down the canyon because it is narrow or subject to wind currents. This judgment is so important during a search when the pilot must fly safely and the observer must not worry about the flying abilities of the pilot so that his entire concentration can be focused on the ground.

This clinic was very intense in training for all phases of mountain flying including mountain wave characteristics, stall recoveries, ELT location procedures, landing in mountain airstrips, survival techniques, and numerous other "hands on" experiences encountered by our volunteer mountain search

pilots. Safety is our foremost consideration on searches. It is felt that through this training program we are assuring that searches will be conducted in a safe and competent manner.

We can really appreciate our volunteers who helped out in the recent search in the Kalispell area for the lost Cessna 182. These volunteers gave freely of their time and aircraft to look for a fellow airman. Some of these pilots were available all week at every spare moment to help. They are a great group of pilots and observers, and the entire aviation community is fortunate to have help on hand when needed.

KEEP YOUR EARS ON!

By: Ronald Peterson, Great Falls

I had a recent experience that I found to be both frightening and very rewarding, and I would like to share it with you.

I was on a cross country trip from North Dakota back to my home in Great Falls. It was a typical Montana afternoon — very few clouds in the sky and brilliant sunshine. I remember thinking how blessed I was to be able to live in this area of the country and also be able to appreciate its beauty from the air.

I was adhering to a policy that I first heard about in my instrument training, a policy that I have used many, many times before without incident. When on cross country flights I monitor frequency 121.5 and also have the transmit switch on that frequency so I can pick up distress calls and, perish the thought, be all set to transmit a "Mayday" if I should need to do so. Up until this day the frequency had always been silent.

Suddenly, the silence on my headset was broken by some very faint words. At first I thought it was just static, but then I distinctly heard a "Mayday, Mayday." When I asked if the caller had picked up any help, a rather nervous and rapid voice returned a strong "Negative." I was then able to get the

CALENDAR

Oct. 19 - 22 — AOPA Convention and Industry Exhibit, Albuquerque, N.M.

Oct. 27 - 28 — MAMA Meeting, Fairmont Hot Springs.

Nov. 12 - 13 — MAAA Meeting, Lewistown.

Dec. 5 - 8 — National Agricultural Association, MGM Grand, Reno, Nev.

Dec. 7 - 8 — Montana Aeronautics Board Meeting, Helena.

aircraft's identification, its approximate location, and the nature of the emergency. This information was then passed on to Great Falls Flight Watch, who in turn notified the local sheriff's office. By the time I landed in Great Falls, I was told by Flight Service that the aircraft had landed in a field and no injuries, thank you!

My reason for wanting to share this experience is to reinforce the teaching that my instrument instructor repeatedly made to me: pilots need to look out for one another. I'm not placing blame on the various flight services for not picking up on the aircraft's "Mayday." I don't know the specifics of the accident — perhaps the aircraft was too low or maybe there were mountains blocking the transmissions. I just know that it made me feel very good that I had perhaps saved someone a very long walk to a telephone and the search aircraft some flying time. I can certainly appreciate the downed pilot's relief that he knew *someone* knew he was down and that help should be on the way. Luckily, this time the weather was beautiful and there were apparently no injuries.

If everyone could use this procedure during their cross country flights, I think that we could all feel a little bit safer. Good flying to you!

AIRPORT IMPROVEMENTS REPORTED

Personnel in the Airport/Airways Bureau at the Montana Aeronautics Division have been busy this summer assisting with airport improvement projects ranging from new runways to improvements on or installation of new radio equipment at airports all around the state.

New unicom stations have been installed at Seeley Lake, Philipsburg, and Polson. Improvements on unicom stations have been made at Fairfield, Big Sandy, Choteau, and Malta. Improvements have been completed on H-marker stations at Shelby, Wolf Point, and Yellowstone. In addition, runway light radio controllers have been installed at Turner, St. Ignatius, and Ronan under our 50/50 program. Under the Aeronautics Division's 50/50 program, unicom, beacons, radio controllers, and other equipment are available with the local airport paying 50% of the total cost and the state picking up the other 50%.

Following is a summary of airport construction programs which have been under way this summer:

Billings: Taxiway construction; land acquisition for clear zone; acquire snow blower.

Bozeman: Construct CFR building; CFR quick-response vehicle; snow removal equipment; acquire land for approach protection; fog seal and mark runway.

Butte: Snow removal equipment; access road to terminal; apron expansion.

Cut Bank: Overlay and mark both runways; install medium intensity lights, rotating beacon, and lighted wind cone on runway 13/31.

Great Falls: Resurface, mark, and light runway 7/25; reconstruct apron; acquire snow removal equipment.

Hamilton: Construct parallel taxiway; relocate fueling facilities; expand apron and tiedown area.

Harlem: Construct, mark, and light new runway 11/29; install PLASI on runway 29; construct new apron and tiedown area.

Helena: Overlay and mark runways 8/26 and 5/23; acquire land for clear zone and grade safety area for runway 08.

Kalispell: Overlay and mark parallel taxiway; acquire snow removal equipment.

Laurel: Improve drainage; install medium intensity lights and VASI.

Lewistown: Resurface and mark runway 7/25; correct drainage; expand GA apron including tiedowns.

Missoula: Rehabilitate high intensity lights; new electrical vault; reconstruct air carrier apron; improve and expand CFR approaches and access road; acquire snow removal equipment; acquire quick response unit; obstruction removal, fog seal and mark runway 11/29.

Philipsburg: Resurface and mark runway; install medium intensity lights.

Polson: Overlay, extend, and mark runway 18/36; extend medium intensity lights with VASI; expand apron and tiedown area; obstruction removal.

Poplar: Engineering and land acquisition for project to be begun in summer 1984.

Thompson Falls: Acquire land; construct new runway, taxiway, and apron; medium intensity lights and VASI.

Townsend: Chip seal runway 16/34 and parking apron.

Funding for these projects involved either a low-interest loan from the state for the entire project or, if the project qualified for a federal grant, 10% of the total project cost was made up from state and/or local funds and the remaining 90% was funded by a federal grant. These current projects were approved during FY 83 and the money earmarked.

Due to a lack of funding resulting from the failure of the aviation fuel tax increase legislation, the Montana Aeronautics Division loan program has been drastically curtailed for FY 84 and 85 and will ultimately die in the absence of legislative action to provide funding.

The 1983 legislature did approve a bill calling for sale of Long Range Building Program bonds, a portion of which was set aside for airport improvements. However, only those airports which are part of the National Plan of Integrated Airport System are eligible for those funds and then only if their proposed projects qualify them for federal matching money under the Airport Improvement Program. This new, more restrictive loan program will become effective sometime after the bond sale, scheduled for mid-October.

Jackpot Air Race Winners Announced

The Seventh Annual Jackpot Air Race from Great Falls to Jackpot, Nev., went off as scheduled on October 1, although starting time was delayed somewhat due to weather.

According to Patti Thompson, Great Falls, chairman of the race, results are as follows (racers are listed in each class from first through third place):

Class 1A — John Hebbleman, Jr., Chinook; Ozzie Oswood, Great Falls; Bill Holter, Great Falls.

Class 1B — John Monroe, Kevin; Mike Ferguson, Helena; Tom Selstad, Great Falls.

Class 2A — Bill Wyman, Butte.

Class 2B — Larry Eliason, Great Falls; Merle Thorstad, Lloyd; Russ Danreuther, Big Sandy.

Class 3 — Leif Torgerson, Cut Bank; Darrell Nichols, Townsend; Tim Williamson, Great Falls (Tim was the youngest racer and this was his first year to race. He is the son of the late Walt Williamson).

The third annual Walt Williamson Memorial Trophy was presented to Ruth Smith, East Glacier. She has participated in all seven Jackpot Air Races.

Patti reports that there has been some discussion about moving next year's race up a week or two in an attempt to be more assured of better weather. The date of the 1984 race will be announced as soon as arrangements are made.

FAA Issues Certificates

PRIVATE

Richard Gregerson Libby
James Fors Missoula
Kenneth Ross Kalispell
Bradley Skramstad Kalispell
James Haslage Kalispell
Robert Schimpff Kalispell
Steven Santana Butte
Doyle Davis Butte
Andrew Nobbs Bozeman
Robert Seaman Helena
Charles Puliafico Bozeman

Dean Hartman Gallatin Gateway
Michael Roy Florence
Kenneth Wolfinbarger Darby
Scott Steinbach Wolf Creek
Brent Harris Great Falls
Russell Eklund Great Falls
Don Hendrickson Great Falls
Kelly Cassutt Fort Benton
Gary Richerson Great Falls

COMMERCIAL

Rodney Stevens Kalispell

INSTRUMENT

Charles Petty, Jr. Hamilton
Ronald Stock Hamilton
Steven Moes Big Sandy
Dale Klugman Helena
Doug Kaercher Havre

BIG SKY FLIES TO CANADA

Big Sky Airlines has announced that it was recently granted authority by the Canadian Air Transport Committee to operate commercial air service between Kalispell and Calgary, Alberta. Big Sky plans to operate four days per week — Friday through Monday — and its schedule will be aimed primarily at the ski and recreational market with flights timed to connect with their schedule between Billings and Kalispell.

2,500 copies of this public document were published at an estimated cost of \$.25 per copy, for a total cost of \$626, which included \$487 for printing and \$139 for distribution.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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October 1983

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